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SOURCE Ta Kung Pao.OUTLINES PROGRAM FOR RR RECONSTRUCTION

The railroad reconstruction program of the People's Republic of China will begin with the standardization of rails. At present, the rails used on different lines vary in weight from the lightest of 16 kilograms to the heaviest of 60 kilograms. On the Lien-yun--Lan-chou line there are 16-kilogram rails in the section between K'ai-feng and Cheng-chou, and 25-kilogram rails in the section between Cheng-chou and Lo-yang. Most of the other main lines have various weight rails, including 32, 36, 42, 45, 50, and 60 kilograms. Consequently, the first phase of the reconstruction program will be the laying of standard rails on the main lines. The Pei-p'ing--Shen-yang, T'ien-ching--P'u-k'ou, Pei-p'ing--Han-k'ou--Kuang-chou, and the Nan-ching--Shang-hai lines will be re-laid with 45 and 50-kilogram rails. The Lien-yun--Lan-chou and Hang-chou--P'ing-hsiang lines will have 40 and 42-kilogram rails. The Ch'u-chou--Kuei-yang--Kuei-lin line will have 36-kilogram rails. All of the replaced 25 and 32-kilogram rails from these lines will then be used on spur lines, and all the 16-kilogram rails will be used for lines in mining and industrial areas.

The second phase of the program will be the laying of double tracks of relatively light rails or the replacing of present rails with 60-kilogram rails on heavily traveled sections such as between Shang-hai and Wu-hai, Chiu-lung and Yuan-t'ai, Chi-nan and Ch'ing-tao, Pei-p'ing and T'ien-ching, Ta-shih-ch'iao and Ha-erh-pin, and Shang-hai-kuan and Shen-yang.

The third phase of the program will be the double tracking of the following sections: Han-k'ou and Kuang-shui, Ch'u-chou and Wu-ch'ang, Shang-hai and Hang-chou, Shen-yang and An-tung, Pao-chi and T'ung-kuan, Ch'ung-ch'ing and Ch'eng-tu, T'ien-ching and Chi-nan, and Pei-p'ing and Hsin-yang through Shih-chia-chuang to Cheng-chou. These sections will be laid with 60-kilogram rails. Bridges will be built on these lines to specifications of e50 to e70 /longitudinal strain per unit length/ and which will withstand maximum speeds of 90 to 110 kilometers per hour for Class A trains, 50 to 80 kilometer per hour for Class B trains, and 40 kilometer per hour for Class C trains. Rubber plates, 2 to 3 millimeters thick,

- 1 -

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or wooden plates 4 to 5 millimeters thick will be placed between the ties and rails to reduce jolting and lengthen the life of the ties. The spaces between rails will have rock wool to reduce noise.

There is a shortage of ties at present. The only solution to this problem is to construct several saw mills in Hunan, Kweichow, Anhwei, Kiangsi, and Hupeh where there is an abundance of camphor, cypress, chestnut, oak, and zelkova trees which can be used for ties. On the Lien-yun--Lan-chou line alone, 200,000 new ties are needed immediately.

All the main lines, except the Nan-ching--Shang-hai, T'ien-ching--P'u-k'ou, and Pei-p'ing--T'ien-ching, are badly in need of additional ballast. This situation must be remedied at once, not only for the safe operation of trains, but for increasing the speed of trains on these lines.

Locomotives on the Lien-yun--Lan-chou line obtain water from wells, but since the water contains minerals, it is harmful to the boilers. In areas such as this, steam locomotives must be replaced with Diesel electric locomotives. In the near future, all passenger and freight trains on 2,000 to 3,000 kilometer runs will have Diesel locomotives. Steam locomotives will be used only on shorter runs. For the very short runs, 300-horsepower gasoline motor cars capable of pulling four coaches at a speed of 20 kilometers per hour will be used. Eventually, all of our locomotives will be driven by electric power.

Under normal conditions, a passenger train should consist of 14 cars; and a freight train should be capable of carrying a maximum load of 2,000 metric tons. In rough terrain and on steep grades, the minimum load of a freight train should not be less than 1,200 metric tons.

Included in the reconstruction program are plans for complete electrification of signals, lengthening of platforms, repair of station buildings, and enlargement of water tanks.

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- 2 -

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